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GUIDE
TO THE
CITY OF HALIFAX

AND COMPLIMENTS OF THE



→ *HALIFAX HOTEL* ←
HALIFAX, N. S.

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A GUIDE
TO THE
City of Halifax,
—†NOVA†SCOTIA.†—

1884 & 1885.

ITS PAST AND PRESENT HISTORY.

A Statistical, Commercial and Historical Description of
its Public Buildings, Parks, Forts, Churches, and
Representative Business Houses and Places of
Interest, and its Coastwise and Foreign
Commerce.

HALIFAX, N. S. :
WILLIAM MACNAB, PRINTER, No. 12 PRINCE STREET.
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HALIFAX HOTEL,

HALIFAX, N. S.

H. HESSLEIN & SONS, PROPRIETORS.

THIS Hotel was opened in the year 1840, forty-four years ago. It has changed hands a number of times. In the year 1861 Mr. H. Hesslein came into possession and has established a reputation for hospitality which is known in all parts of the world. During its many years of existence extending to nearly half a century it has entertained most of the distinguished men who have visited Halifax.

Its location is central and within five minutes' walk of the central portion of the City. It has accommodation for over 150 guests, and is considered one of the best houses in the Maritime Provinces. Terms very moderate.

The facilities for deep-sea fishing in and around Halifax harbor have always been considered very good, and by enquiring at the office, steam launches, sail boats and row boats can be secured.

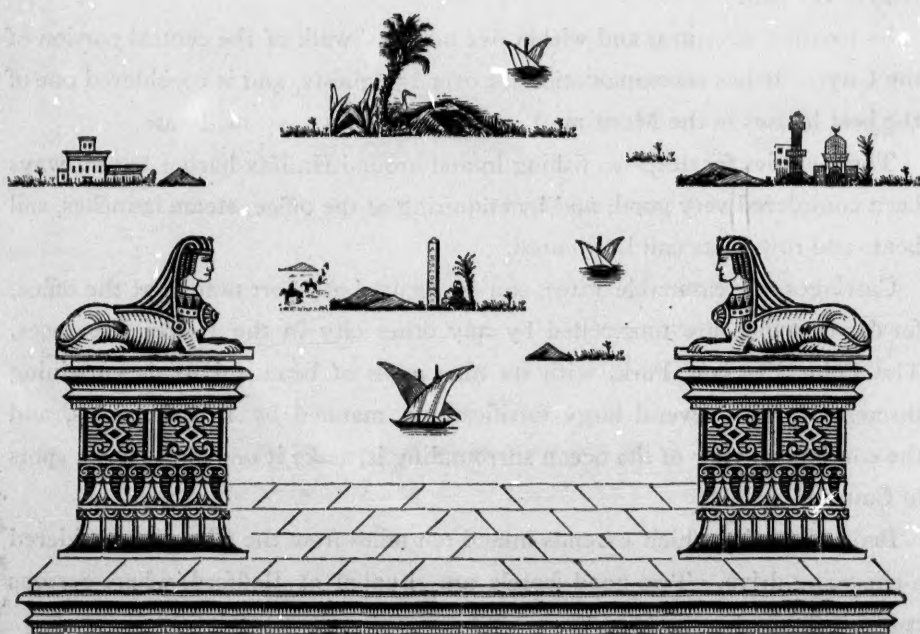
Carriages, at reasonable rates, can be secured at short notice, at the office, for drives which are unexcelled by any other city in the Lower Provinces. The Point Pleasant Park, with its nine miles of beautiful roads entwining through it, with several large fortifications, manned by British troops, and the continuous view of the ocean surrounding it, make it one of the finest spots in Canada.

Bedford Basin, which extends inland ten miles from the City, is considered a charming drive. Two good hotels are situated at Bedford, where persons can rest themselves and horses.

The North West Arm Military Prison road, the Dingle, the Margaret's Bay road, where are the line of beautiful lakes which supply the city with water ; also, on the Eastern side of the harbour, a beautiful drive to the sea-shore, to Cow Bay, about nine miles from the City, where is a magnificent sand beach, some two miles in length.

Our Public Gardens, which are a very attractive spot, having sixteen acres under cultivation, are open at all hours during the day. The military bands perform delightful music from four to six o'clock on Wednesday and Saturday afternoons during the summer months.

The Public Buildings, and other places of interest in and around the City, are fully described in the within description of Halifax.



Tourists and others visiting
Halifax are respectfully invit-
ed to inspect the large and
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Silks, Millinery, Kid Gloves,
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TO
97 BARRINGTON ST., 101

HALIFAX, N. S.

THE
CITY OF HALIFAX,
NOVA+SCOTIA.

HALIFAX, the capital of the Province of Nova Scotia, was founded in the year 1749. It was previously known as Chebucto, but at this time the name was changed to Halifax, after the Earl of Halifax, who was then the president of the board of trade and plantations. It was under his auspices that a powerful expedition left England in the above year under the command of the Hon. Edward Cornwallis, not the Lord Cornwallis who afterwards became famous in the revolution of 1776. In fulfilment of his instructions to found a town upon some part of the shores of Chebucto Bay, the expedition arrived and landed on the 21st June upon the section of land destined to be the future capital of Nova Scotia. Little did those pioneers dream of the rich and great commercial city which was destined to arise upon what was then a rough and barren wilderness. If the powerful State of Massachusetts finds it worthy of her greatest effort to yearly celebrate with military pageant, and the outpourings of her gifted bards and poets, the landing of the pilgrim fathers upon Plymouth Rock, why may not Halifax also, call upon her neighbors to join with her, in the annual commemoration of her Natal Day? Montreal, Quebec, Ottawa, Toronto and other cities of the Dominion are reaping harvests of golden coin by events of this nature. Montreal has added millions to her wealth by the winter carnivals and the summer meetings of her British Association and Exhibition, while Halifax is content to plod along on the even tenor of her way.

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With a genial climate in summer, and scenery equalled by none other in the Dominion this city should be made the Mecca of the thousands of tourists who, season after season, pass her by and enrich other more ambitious places.

Halifax is the only seaport of the Dominion open at all seasons of the year to the coming and going of powerful ocean-going steamships; as well as every minor description of sailing vessels. It has ever been the largest British military station on this continent, and is now the only place in America with a British garrison. It is also the principal British naval headquarters on this side of the Atlantic. Its harbor is seldom without the presence of an English war ship.

Nature must have been in one of her most bounteous moods when she designed the situation of Halifax. It is exceedingly fine in every aspect. Its magnificent harbor of deep water, capable of sheltering the whole of the great navy of Great Britain is in itself a source of never ending wealth. The natural situation of its mainland renders it available for buildings of every description, and from the water the city presents a particularly fine appearance.

HOW TO SEE THE CITY.

Halifax might be "done" after a fashion in a day, but to get anything like a correct idea of one of the oldest and most important places of historic interest on the continent two or three days at least should be spent and a week or two might with pleasure and profit be expended in rides and excursions by rail, steamer and wheel, making the city one's headquarters.

If the weather is fine let us rise with the sun and ascend the Citadel Hill, which may most readily be approached by turning up the first hill street north from the Halifax Hotel—Sackville Street. Walking up the gentle slope, the ascent being made easy by good roads, constructed by the military authorities, we reach the summit of the hill. Here you have the finest view to be obtained anywhere on the peninsula.

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

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Before you is the beautiful harbor, and looking to the south the broad Atlantic opens to our gaze. That tower-shaped building which stands on the end of a long, narrow neck of land, to the left, is Meagher's Beach lighthouse. Further out, on the same side of the harbor, but out of sight, is another lighthouse, stationed on a small island perpetually surrounded by a wreath of snowy foam, which in stormy weather rises into a veil of seething spray, almost hiding the rock from sight. This is Devil's Island, and the shoals stretching out around are Thrum Cap Shoals. No rocks or shoals, however, extend across towards the mouth of the harbor which presents a fine broad entrance, ever open, ever free. On the western shore—the right of the harbor entrance looking from the Citadel—are two signal stations. Camperdown and Sambro, the latter being the extreme west point. Neither of them is visible from the Citadel, but they are connected with it by telegraph. A vessel is made out at Sambro and information respecting her is telegraphed to the Citadel and communicated to the citizens by a series of signals displayed from staffs on the ramparts of the fort. The most prominent village we can see from the Citadel on the western shore is Purcell's Cove, and near here on a commanding eminence is York Redoubt, another of those strong fortresses which would make entrance to the harbor by a hostile vessel almost impossible. This shore clear around to the westward is rugged and marked by high cliffs. Numerous little fishing hamlets may be seen peeping out among the rocks, and it may readily be understood that those living there are a hearty race.

The island from which Meagher's Beach juts out is McNab's Island, on which is situated the military rifle range, (the militia rifle range is at Bedford), and several popular pic-nic grounds. Towards the point of the island nearest the city the heavy guns of Ives's Point battery may be seen, frowning, from the green embrasures ready to belch forth destruction to any hostile craft. Back of McNab's and separated from it by a narrow channel, is Lawlor's Island, on which is situated the Quarantine Hospital. Between Lawlor's Island and the mainland is a pretty strip of water known as the Eastern Passage. Further up on the mainland is Fort Clarence, one of the strongest

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Davidson & McManus,

— FINE —

TAILORING

— 139 HOLLIS ST. —

HALIFAX, N. S.

of harbor defences. That little island rising like a green gem from the water is George's Island. It received its name out of compliment to George III. On its summit a heavy gunned fortress also stands guardian over the deep—Fort Charlotte, named after the Queen of George III. On the western side of the island is a lighthouse for the guidance of vessels coming up the harbor at night. Opposite the island on the city shore and entered from H. M. Military Engineers' Yard, is the Blind Battery, now unused, and so named from the fact that from the water the guns are invisible and it looks like an innocent green hill.

The bustling little town of Dartmouth stands on the shore. Opposite us, built on the slope from the water and in the valley beyond, its white church steeples and brightly painted houses affording a striking contrast to the dark spruce and pine-covered hills which surround it. That water, showing through trees aback and to the north of the town, in which the rays of the rising sun are reflected as from burnished silver, is the first of the beautiful chain of Dartmouth lakes, through which years ago an unsuccessful attempt was made to construct a route by canal with the waters of the Shubenacadie river and Cobequid Bay. The canal was built, but the venture never paid and the scheme was quickly abandoned. All along the Dartmouth shore the scenery is pretty, the dark woods being alternated with green fields and charming villas, while the hills rising from the Dartmouth cove are covered with willow and other light colored foliage, which, seen from this side, resembles velvety mounds, and reflected on the mirror-like surface of the cove, (the water is generally as smooth as a mill pond in early morning), presents a truly beautiful effect. That long grey building with a turret and wings, situated on the brow of a green hill which slopes down to the water's edge, backed by green forests, is Mount Hope Asylum for the Insane, probably the largest building in the Province. Its visiting days are Wednesday and Friday and one can go by a pretty drive of about a mile from the Dartmouth ferry or a pleasant row or sail across the harbor, landing almost at the very door. Immediately below and north of the Asylum grounds, a row of white bathing

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Hosiery, all makes, Ties and Scarfs, Travelling Rugs
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 and Linen Handkerchiefs, Gloves, &c.

houses marks the beautiful beach of Sandy Cove. The company managing these baths run a little ferry steamer every half hour across to the city slip and tickets are on sale at the Hotel office. Just north of the Dartmouth cove is the Chebucto Marine Railway, never idle in a port like this. The large brick building below the Asylum is the "Dartmouth" Sugar Refinery. The site is known as Woodside, and a branch of the Intercolonial runs to it from a bridge across the Narrows. There are many objects in Dartmouth worth more than a passing notice, and among them are the extensive works of the Starr Manufacturing Company, which would be of interest if only as the place where the world-famed Forbes' Acme Club Skates are manufactured. At the water's edge, near the Marine Railway, are McKay's boiler works, and north of it, beyond the ferry dock, Moseley's Shipyard and Symonds' extensive Foundry. Away in the northern suburbs of Dartmouth, among the woods, is the extensive Factory of the Dartmouth Ropework Company, worth a visit to those interested in the process of cordage and rope making. The best view of Halifax can be obtained from one of the hills on the Dartmouth side.

From our eminence on Citadel Hill we take in all the objects on the eastern shore hurriedly. North of us in the harbor lie one or more British ships of war which would be of interest to visit, particularly the flagship. Sunday is generally the best day for visitors. North of these war vessels the two shores come almost close together, leaving a channel spanned by the railway bridge. Above is the magnificent sheet of water known as Bedford Basin, on the shore of which it was originally intended to found the city, but the danger of a foreign foe finding a safe port in the outer harbor and blockading those within, became apparent; hence the settlement on the present site. Running the eye down the western side of the harbor from the Narrows, the first place of interest are the machine shops, wharves, etc., of the Intercolonial Railway at Richmond, just below the bridge. Next will be seen the Wellington barracks, two long buildings of red brick in a large enclosure. The principal military powder magazine is at the lower corner of this enclosure, and smaller magazines are down near the water side in the same locality. Further south

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TOURISTS coming to the City will find in this Establishment the largest and best selected stock of

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HATS, FURS, TRUNKS, VALISES, SATCHELS,
AND GENTS' OUTFITS.**

AB Only two minutes' walk from the Halifax Hotel, at the

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is seen the roof and tower of the Railway Station, a handsome large structure of pressed brick, the terminus of the Intercolonial. Along the waterside, further south, is H. M. Dockyard, a very fine and well kept property, about a mile in length, enclosed by a high stone wall on the land side. In it are the Naval Hospital, Naval Stores, Workshops, Offices, etc. Admiralty House, the residence of the Admiral in charge of the station, is situated on a hill west of the Railway Station. It is a plain, square building, of slate stone, but has been the residence of many distinguished personages and was the first building in which the Marquis of Lorne and his royal wife stayed in America. That long brick building away further west with the sun glinting on its rows of windows, and a tall chimney, is the Nova Scotia Cotton Mill, to which a branch railway siding runs. The large brick edifice with another tall chimney down by the water north of the Dockyard, is the "Nova Scotia" Sugar Refinery. A railway branch will be noticed down the side of the Dockyard wall which terminates at the long wharves and grain elevator just at the south end of the Dockyard. Here the ocean mail steamers land their mails and passengers directly into the railway cars. Along the waterside are the wharves and warehouses of our Merchants, the Military Ordnance Yard, the Queen's wharf, and below the Blind Battery (before spoken of) the Gas Works. In the south western suburbs are prominently noticeable the Halifax School for the Blind (a neat brown stone building), the City and Provincial Hospital (a rambling red brick structure in a large field) and the ruins of the Poor's Asylum—all three in a line. North of the Hospital is the Exhibition Building, used in the winter as a skating rink, and north of it the Public Gardens, occupying 17½ acres, beautifully laid out, which must be visited. Just west of the Gardens is Camp Hill Cemetery, the chief Protestant burial ground, also worth a visit. Occupying the southern end of the peninsula is Point Pleasant Park, which you must take a carriage to drive through and admire. Amid its woods are several more strong fortresses, worth inspection. On the foreground as we stand we have a birds-eye view of the City; which looks principally like a mass of smoking chimney pots. On the hill itself, in front of us, is a time

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145 GRANVILLE ST.

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❖ **WATCHES** ❖ & ❖ **JEWELLERY**, ❖

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honored institution, the town clock. To be sure it is not very beautiful to behold, and better clocks are now to be seen in the Ordaance store tower and the City Market building. But the old town clock is associated with the earliest recollections of the present generation? it forms the subject of the late Hon. Joseph Howe's wittiest poem—and the weak tinny clang of its aged bell as it tolls forth the hours, compared with the deep boom of the clocks of more recent construction, seems to tell the listener that it is doing its best, but its "not as young as it used to be." To view the interior of the citadel we will come again with a pass obtained at the Town Major's office and an orderly will be pleased to show us through and explain everything of interest. We return to the Hotel for breakfast with a better idea of what there is to be seen about Halifax.

To see the business portion of the city one may trust to his own powers of locomotion. Walk right up Hollis street north from the Hotel. On the left hand in the centre of the next block is the W. U. Telegraph office, a red brick building, and next to it the Halifax Club, a fine stone structure, and the Bank of Montreal. The next corner on the right is the Union Bank of Halifax. The Y. M. C. A. building is on the corner of the street above, and down the hill the brick building in the centre of the block is the *Chronicle* newspaper office, the leading journal in the Maritime Provinces. The street below, parallel to Hollis, is Bedford Row, a line of insurance, lawyer's and consular offices, including the American consulate. The large grey stone edifice occupying the block opposite the Union Bank is the Provincial Building where the Legislature meets. Enter it and pay a visit to Mr. F. Blake Crofton, the able Provincial Librarian, and he will obligingly explain to you its many points of historic and artistic interest and treasures. The massive freestone building occupying the block just north on the right contains the Post Office and custom House, and on the third floor is a well stocked Provincial Museum which will repay inspection. George street, which runs on the north side of the Post Office, leads down to the City building with Police Court and Station and the City market—two red brick piles; also to the city slips and Dartmouth ferry dock. But turning up the

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hill you pass on the right corner the Merchant's Bank of Halifax, next to it on Hollis street the Bank of Nova Scotia, and opposite to it the Bank of British North America—three fine stone buildings. Take the first turning on the right from George street and for two blocks go through Granville—the seat of the Dry Goods business. Up the second hill, Buckingham street, and turn south through Barrington, passing Chalmer's Church, Dalhousie College, the Grand Parade and St. Paul's Church on the right. Two blocks farther bring you to the Academy of Music, opposite the foot of Spring Garden Road, one of the finest little theatres in Canada. Next to it is the town major's office, where passes can be obtained for the citadel, and next south of that are St. Matthew's Church and the residence of the Lieut. Governor of the Province. Opposite is the old cemetery containing a Lion Monument in memory of Parker and Welsford, two Nova Scotian heroes in the Crimea. Up Spring Garden Road on the right is St. Mary's Cathedral, always open, and on the left the Supreme Court House. This road leads out to the Public Gardens. The hill north of the Academy of Music leads almost directly to the Hotel again, passing Masonic Hall on the corner at the end of Granville Street.

Do not leave town without taking a drive through Point Pleasant Park and the south end of the City which contains the majority of finest residences. Also up to Bedford, past Mulgrave Park at Richmond and the Prince's Lodge, six miles out, and down the Dartmouth side. Also around the head of the N. W. Arm and past Melville Island Military prison on the dingle road. Also take an excursion around Point Pleasant and up the Arm if possible—it is a delightful sail. There are many beautiful drives out of Dartmouth as well, particularly to Cow Bay via the Eastern Passage.

POINTS OF INTEREST.

The Citadel, on its high eminence, is the most striking point of interest. But it was not always so eminently prominent. The hill was not always so high as the altitude to which the battlements of the fort now attain. The building of it represents many years of labor for thousands of men. It was begun in the days of the French, over a century ago. A rising mound overlooking a

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BRAS D'OR STEAM NAVIGATION
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"Marion," "Neptune" & "May Queen,"

**Running daily through the Charming Bras D'Or Lake Cape
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These Steamers leave Port Mulgrave, in connection with the trains arriving by the Intercolonial Railway, every evening, thus making connection with all parts of Canada and the United States.

Passing through Lennox Passage and the St. Peter's Canal, into the Bras D'Or Lake, celebrated for its beautiful scenery, and calling at East Bay, West Bay, Baddeck, Whycocomagh, and other lake ports, terminating at Sydney, C. B.; arriving there every morning via East Bay, and afternoon via Baddeck and North Sydney.

The attention of Tourists is called to this route, the scenery in the Lake being the finest in the Maritime Provinces. The Steamers are fast and well found—good staterooms and excellent table. See newspapers for further information or apply to

J. S. MACLEAN & CO.,

GENERAL AGENTS, HALIFAX, N. S.

boggy swamp (which is now drained off and constitutes the Common) was cut out and built up with patient and untiring zeal, the granite used in it being quarried and hauled in from beyond the North West Arm, over three miles away. But as you pass on the drawbridge over the moat surrounding the fort and enter your name in the visitor's book in the guard room, an orderly takes you in charge who will show you all over this stupendous fortress, one of the largest in the British Dominions, and tell you more of it than we can. Don't be afraid to ask him questions; he likes it. It gives him an opportunity to tell you what he knows. Every time you come to a cannon ask him what it's for and who built it and whether he could lift it if he wanted to, and what each sound of the bugle means and what the internal economy of his corps is like, or any other innocent questions that may suggest themselves to you, just to draw him out.

That great, level track of land immediately to the west of the Citadel, is known as the Common—the north and south Common. It is the public assembly ground. Here we have our circuses, games and races. It is also used as a military and militia drill ground and many are the mimic battles which have been fought thereon.

Across the Common and out the Quinpool road, three quarters of a mile or so, are the Polo Grounds—the property of the Polo Club which is composed largely of the officers of the garrison. Here are held annual race meetings and similar sports.

The Public Gardens, which may be entered from Spring Garden road, Summer street, Sackville street or South Park street, contain nearly eighteen acres and constitute one of the handsomest public gardens on the continent. They are invariably compared with the Boston Public Gardens by American visitors, and it would seem from year to year to our advantage. They may not show so much art, with statuary, bridges, etc., as the Boston Gardens, but they cover very nearly as much ground and with the grand old trees, it is conceded by all that they afford more natural beauty. A few years ago a small portion of the Commons, the north-eastern square of the Public Gardens, was

Arichat, Canso, Guysboro, Port Hood, Mabou, Margaree and Cheticamp.

—o—
SEASON 1884.
—o—



THE Steamer "**RIMOUSKI**," carrying H. M. Mails, will leave the Wharf Terminus of the Eastern Extension Railway at Port Mulgrave, on arrival of the morning express train from Halifax, say 3.20 p. m. (railway time) for the following ports:

FOR ARICHAT AND CANSO

On Monday and Friday.

FOR GUYSBORO

On Tuesday and Saturday.

Saturday trip steamer will remain over at Guysboro until Monday morning then make connection with Express trains; on other days she will return to Port Mulgrave every morning following her departure and connect with Express train.

Wednesday on arrival of Express, she will leave for

Port Hood, Mabou, Margaree and Cheticamp,

returning via same ports to make connection with Friday morning Express.

For changes, see adv. in Halifax Morning Chronicle and Herald.

laid under cultivation by the city authorities and a pretty little garden formed. Then the square containing the large pond, at that time a square-walled reservoir known as Griffin's Pond, and forming part of a drain to the Commons, was cleaned out, dressed up and supplied with clean water from the city service pipes. The Public Gardens now began to be very popular, and another square west of the pond, was laid under cultivation. This gave a very creditable garden, but there was another large and handsome private garden, with archery and croquet lawns, adjoining our garden on the south, at which we could only look through the cracks of a high fence without paying an admission fee. This was the Horticultural Society's garden, and in it military bands played twice a week before the pampered sons of luxury. This coveted ground was next bought by the city, the fence was torn down, banks were levelled, and the sons of toil strutted through "our garden" with just as much pride swelling beneath their work-stained waistcoats as thrilled the heart of the exquisite in broad cloth. The newly acquired grounds were soon rejuvenated and made up on the same style as the original Public Gardens. The improvements have continued, one of the most marked being the changing of the old square reservoir to the present picturesque pond which beautifies the north end of the grounds, and the construction of another pond with a fountain east of it. The unsightly old shed which mars the appearance of one part of the Gardens, is the old skating rink. The Public Gardens, together with all the other Common property, including the Exhibition Building, is under the management of a joint commission of aldermen and other citizens appointed by the City Council. Frequently during the summer very successful and largely attended promenade concerts are given in the Public Gardens, the receipts from which go towards defraying the expense of maintenance.

Point Pleasant Park is another place our citizens may well be proud of. The property belongs to the Imperial Government and was in old times known as the Tower Woods. A few years ago the woods were leased from the military at a nominal rental, new roads laid out, the brush cleared up, new trees planted and immense improvements made. The assistance of military fatigue

A. C. COGSWELL, D.D.S.

SURGEON DENTIST,

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A specialty made of treating aching and diseased teeth, so as to arrest pain and prevent removal.

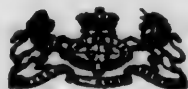
Teeth extracted WITH or WITHOUT Anesthetic,

parties made the cost much less than it otherwise would have been. The expense of the first work, after the woods were handed over to the city, was largely defrayed by generous private contributions, but now the city is annually assessed for the maintenance and improvement of the Park. Carriage roads wind around through the woods in every direction and, as well as the numerous foot-paths, have been, with great ingenuity, constructed so as to constantly afford pleasing scenic surprises. Among the objects of special interest in the Park are the forts. Fort Ogilvie, on the highest hill in the Park, is a short distance from the harbor road—Pleasant street. Farther on, on the lower side of the road, is the Point Pleasant Battery. Then back in the woods is a fort smaller than Fort Ogilvie, named Fort Cambridge, whose guns sweep out to sea. Back from this is the picturesque little round tower—the Prince of Wales' Tower, one of the few remaining forts of the old style. The Tower stands on a little clear spot of solid rock off Tower road, and just opposite to it is a small, one-story, roughly built house which was once the summer residence of the governors of Nova Scotia. Down by the shore of the North West Arm is an old French battery over which the road now runs. Here firmly secured in the solid rock may be seen in a line up from the water three massive iron rings which were used by the French for holding a chain which they kept across the Arm to prevent foreign vessels coming up. A similar chain was also placed across the harbor to McNab's Island, but the rings used to secure it have disappeared. Near here the telegraph line connecting the signal stations with the Citadel crosses the Arm in the form of a cable.

If you come up from the Park by the Bowery road, off the Tower road, you get a glimpse of very pretty scenery. On the left as you turn down the Bowery is a road leading to a massive stone structure which was the Provincial Penitentiary (now removed to Dorchester, N. B.) and more recently used as a temporary Poor House, after the fire which destroyed the permanent one. Before you turn to come up to the Tower road again, you pass on the shore side a large wooden building which is the Pine Hill Theological Hall—the

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Presbyterian College of the Maritime Provinces. Several handsome private residences can be seen in this vicinity. On the other side of the Arm, further up, are the works of the Atlantic Sugar Refinery.

Opposite the foot of Inglis street, on Pleasant street, is a little public lounging place, formed of made land with a water wall. It is known as the Fresh-water esplanade. Formerly this section was the mouth of a valley through which ran a brook draining the Common and that region. It was bordered by tall willow trees and was crossed here by a bridge called "Kissing Bridge." It was a pretty and romantic spot. Years ago before the city's water supply was from the present service, but all from wells, country horses would not drink of it and all had to be brought down to this brook to water.

At the north end of the city, Richmond, on a hillside overlooking the Railway wharf and Narrows bridge, is Mulgrave Park. It has, however, only recently been fenced in and little labor expended on it. On the hill above it is Fort Needham, the ramparts of which still remain, though it was abandoned years ago. A view of it when in its glory as a garrisoned redoubt may be seen at the Provincial Museum. From the summit of this hill a grand view may be obtained.

Gottingen street, which passes along the west of Fort Needham, leads out around the shore of Bedford Basin to Bedford and thence to Windsor or Truro. The Waverley road connects just above Bedford, so that one can drive around the Basin and down the Dartmouth side.

Near the Four Mile House is the Mount St. Vincent Academy for ladies, a prominent educational institution, managed by the Sisters of Charity. It is a handsome brick structure, commodious and convenient in its appointments.

A couple of miles further along on the road on the water side is a small circular building, which is the Music Hall of what is known as the Prince's Lodge. The Lodge itself, once the residence of the Duke of Kent, has long since disappeared. The grounds are now, in the summer season, utilized as a resort for pic-nics.

The Duke of Kent was also the builder of Round Church (St. George's Episcopal) at the corner of Cornwallis and Brunswick streets.

The Basin has been made memorable as the scene of aquatic struggles resulting in proud victories for Halifax, formerly by our late champion, George Brown, subsequently by the late Warren Smith and others. The race course runs up along shore from the cove at the Three Mile House.

W. M. NOTMAN,

PHOTOGRAPHER TO THE QUEEN,

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From the tower of the Exhibition Building and skating rink on the Dartmouth Common, one of the finest possible views of the town, the harbor and the city can be obtained.

Halifax boasts of two of the oldest churches in America. St. Paul's, Church of England, was erected at the time of the foundation of the city and has since been rebuilt. It claims to be the oldest church in British North America. A view of the original structure is in the Provincial Museum. The little Dutch Church, now used for prayer meetings, etc., at the corner of Brunswick and Gerrish streets, was built in 1761. It is built of square logs; now shingled for the sake of preservation. The Brunswick Street Methodist Church was erected in 1834 and was successor to Zoar Chapel, a wooden building on Argyle street now converted into stores, which was the original centre of Methodism in the provinces.

It may interest geologists to know that the age of the formation on which the city stands is undetermined, as there are no fossils, etc., whereby it can be judged. But if one wants to see fossil remains Nova Scotia can boast of a finer display than any other part of the continent. At the Joggins, in Cumberland County, is a section of the earth's surface representing a depth of 14,570 feet tilted up to view in a line of cliffs along the shore about 25 miles in extent. Here the strata is most clearly defined, and eminent scientists from Europe have not unfrequently crossed the ocean expressly to inspect this section. Fossils of nearly every description may here be discovered. A pleasant trip to include the Joggins is to take the Intercolonial railway to Maccan, the first station this side of Amherst; thence drive fourteen miles to the Joggins; return by the Intercolonial to Spring Hill, where take the branch railway five miles and inspect the extensive collieries. Then proceed by the branch railway to Partridge Island, beyond Parrsboro, 28 miles, where more fossils and interesting mineral outcrops are to be found. Thence cross Minas Basin to Windsor and inspect the vast gypsum and plaster deposits at Wentworth, near there. A few miles west is the famous home of Evangeline and the wealthy and picturesque farming lands of the Annapolis valley. Return to Halifax via the Windsor and Annapolis railway, stopping if you like at Mount Uniacke to visit the gold mines there sunk on a 40 ft. belt of auriferous quartz. Other rich gold mines are found at Montague, a pleasant drive of seven miles from Dartmouth, and at intervals thence all along the eastern shore.

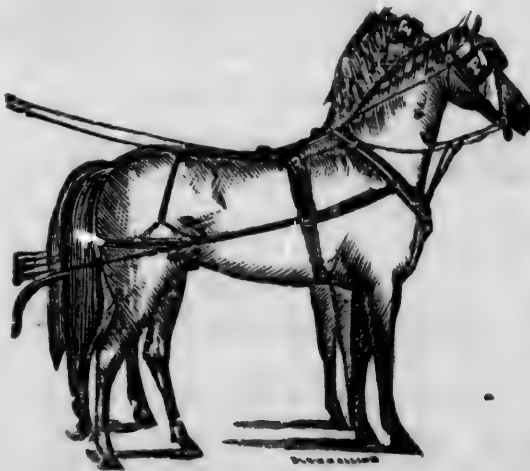


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WINDSOR AND ANNAPOLIS RAILWAY.

STATIONS.	MILES.	FARE.	RETURN.
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Rev. F. J. Patridge; services at 11 a. m.
and 7 p. m.

ST. MARK'S Russell St.--Rev. H. J.
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HOLY TRINITY, Jacob St.--Rev. W.
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FORT MASSEY.—Pastor, Rev. Dr. Burns.

ST. MATTHEW'S—Pastor, Rev. Robert Laing.

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[Continued on Page 40.]



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Continued from page 38.]

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For each person for any distance up to half a mile.....	15
“ “ “ one mile.....	20
“ “ “ one mile and a half.....	35
“ “ “ two miles.....	40
“ “ “ two miles and a half.....	45
“ “ “ three miles.....	50

And all other distances in like proportion.

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For Two “ “	1.00

And in like proportion for every fraction of an hour.

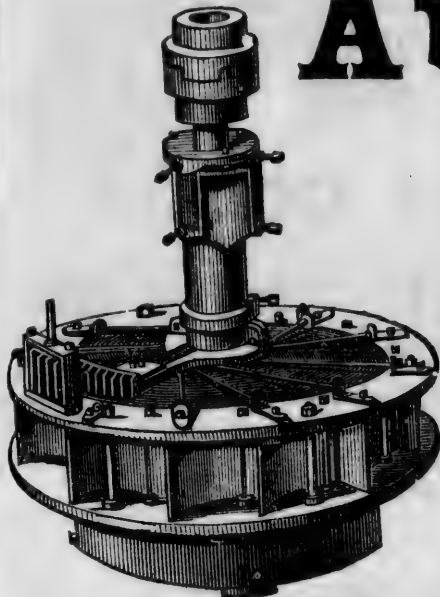
To or from any Steamer or Passenger Vessel, or to or from any Hotel or Dwelling House to any Stage Office, Railway Station, or other place within one mile, with a half a cwt. luggage.....	0.30
Over one mile and not exceeding two miles.....	0.50

As above, with more than half a cwt., and not exceeding two cwt., of luggage, within one mile, 50c.; over one mile and not exceeding two miles, 75 cts.

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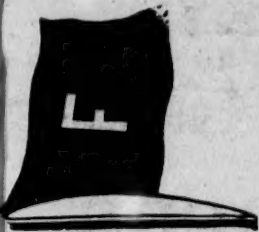
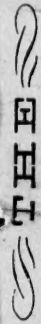
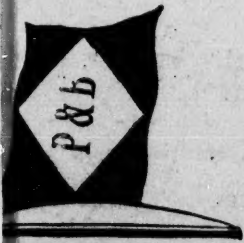
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